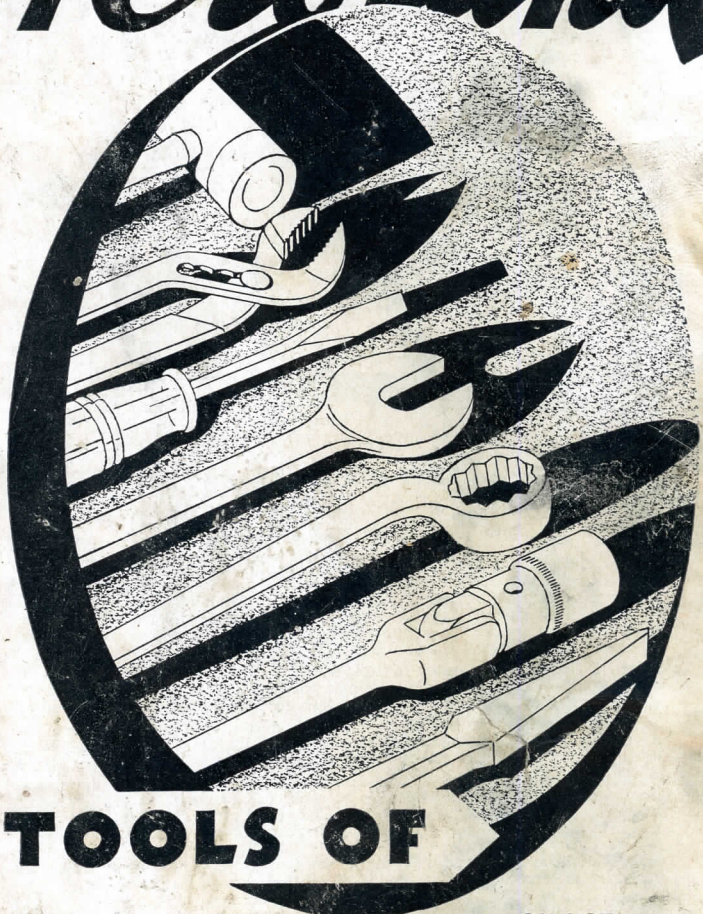


Herbrand



**TOOLS OF
QUALITY**

SINCE 1881

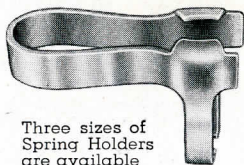
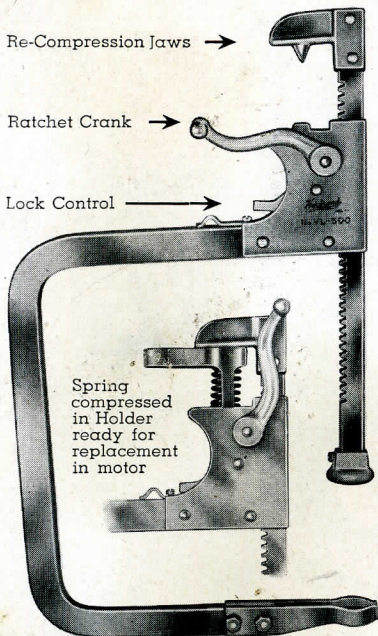
NEW TOOLS

Added to Catalog No. 48-M

March, 1936

2950
4.95

SUPPLEMENTARY SECTION No. 48 M-S



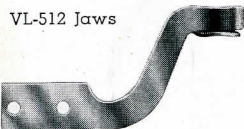
Three sizes of Spring Holders are available



VL-511 Jaws



VL-512 Jaws



VL-513 Jaws

Herbrand Valve Lifters, Jaws and Spring Holders are fully protected by U. S. Patents

Valve Spring Lifter and Compressor No. VL-500

Fits More than 90% of All Cars and Trucks

With Distinctive Re-Compression Feature

More different cars are serviced with this unparalleled, ratchet action, automatic locking Valve Tool than any other type manufactured. The positive, vertical lift and the patented jaws make it impossible for them to slip off the spring. Exceptionally thin hardened and tempered jaws take any size spring or washer, and insert readily above the washer where other types fail to function.

A special ratcheting device is built into the crank handle for clearance of obstructions and the automatic lock positively holds the spring at any desired position leaving the hands free to remove the valve keepers.

The action of the tool employs the rack and pinion principle and no adjustments are required either on the top or bottom. Designed to clear the manifold and other obstructions without necessitating their removal.

Another outstanding feature of this Valve Lifter is the top jaw construction making it quick and easy to re-compress springs for replacement in the motor. Equipped with No. VL-513 special offset jaws it is the only tool handling Chrysler and Waukesha motors without removing manifold.

No. VL-500, complete with Straight Jaws and set of 3 Spring Holders. Satin finish. Size inside of frame 9 $\frac{3}{8}$ " x 11 $\frac{1}{2}$ ". Weight 5 lbs. 7 ozs.

LIST PRICE, each\$10.80

Valve Spring Lifter No. VL-501

Without Re-Compression Jaws

An efficient tool with the same features as VL-500 described and illustrated, but without the re-compression jaws. Weight 5 lbs.

LIST PRICE, complete with Straight Jaws\$7.50

Extra Interchangeable Jaws

No. VL-510, Straight Jaws for most cars, also Cadillac and Lincoln.....\$1.65

No. VL-511, Offset Jaws for G. M. C. and all Continental Motors..... 1.65

No. VL-512, Offset Jaws for motors requiring extra offset, & Dodge 6..... 2.00

No. VL-513, For Chrysler, Dodge, Plymouth and Waukesha Motors..... 2.00

Spring Holders For Holding Re-compressed Springs

No. VL-521-S, Bent Spring Holder, Short..... \$.80

No. VL-521-L, Bent Holder, Long..... .80

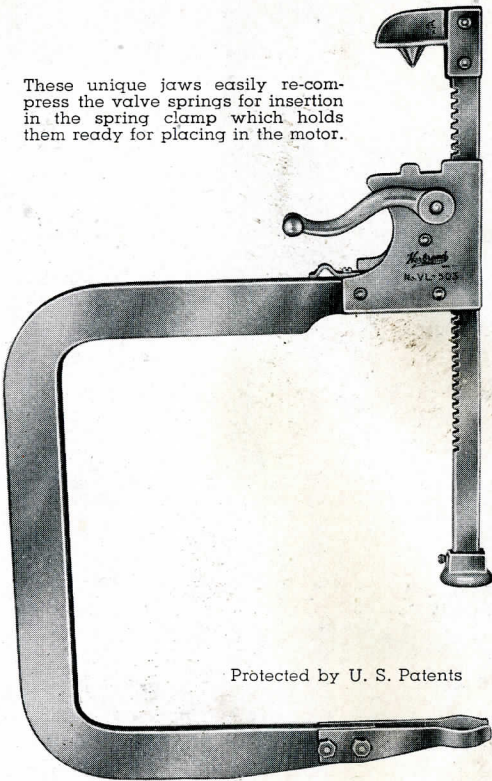
No. VL-522, Unbent Spring Holder..... .80

No. VL-520, Set of 3 Spring Holders, 2 bent and 1 blank, complete..... 2.00

Attachment and Jaws for Airflow Motors

No. VL-514, Special L Attachment and Spring Jaws for Airflow Motors 2.50

These unique jaws easily re-compress the valve springs for insertion in the spring clamp which holds them ready for placing in the motor.



Protected by U. S. Patents

Heavy Duty Valve Lifter and Compressor No. VL-503

For Large Trucks, Buses and Tractors

With Re-Compression Feature

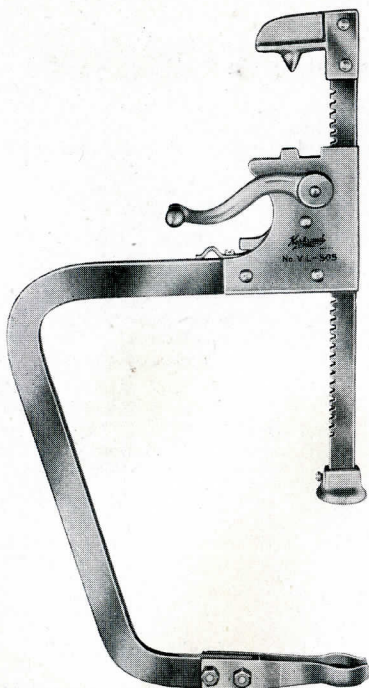
Motors on heavy trucks, buses and tractors require a larger capacity and heavier, more powerful Valve Spring Lifter and Compressor. VL-503 has the same labor saving features as the standard type described on the preceding page but is more ruggedly built with a bigger frame and the extra power for those tough, heavy duty jobs. The C frame design will handle the toughest spring compression work without removing the manifold or other interfering parts.

The convenience of the ratchet handle is readily understood by the mechanic who has encountered difficulties with ordinary lifters. There is a great economy of time because the rack and pinion drive locks automatically at the most practical position for the work and leaves the hands of the mechanic free to remove and catch lock washers. No adjustments are necessary either to the top or bottom.

Every mechanic needs the Herbrand Heavy Duty Valve Spring Lifter and Compressor to save time and efficiently handle the ever increasing service demands on large motors. It not only pays for itself on a few jobs but will return large dividends in a short period of time. The one piece C frame is ruggedly constructed of heavy gauge steel and the entire tool is finished in rust proof satin.

No. VL-503, complete with Straight Jaws and set of three Spring Holders. Size inside of frame 11" x 13". Weight 7 lbs. 8 ozs.

LIST PRICE, each **\$14.10**



Valve Spring Lifter and Compressor No. VL-505

For Lincoln and Cadillac
With Re-Compression Feature

The V frame of this Special Lifter and Compressor is shaped to conform to the contour of the V type motor and is indispensable for valve spring lifting and compression on Lincoln and Cadillac cars. The same labor saving features incorporated in the standard type No. VL-500 are built into this model. Operated with a pinion and rack action, it is controlled with a ratchet handle that locks securely at the most efficient working position. It is the best tool for free clearance on V type motors.

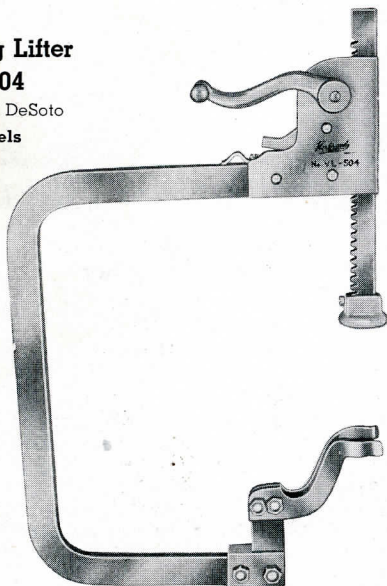
No. VL-505, equipped with distinctive re-compression jaws and a set of three Spring Holders. Satin finish. Size inside of frame 8 $\frac{3}{8}$ " x 11".

LIST PRICE, each **\$12.50**

Valve Spring Lifter No. VL-504

For Chrysler and DeSoto
Airflow Models

Especially designed for valve work on all Chrysler and DeSoto Airflow Models without removing the manifold from the block. Equipped with automatic locking rack and pinion action and operated with a ratchet handle. A special L attachment and offset jaws positively engage at any spring coil and readily compress the spring with the vertical lift of the plunger with no danger of slipping.



No. VL-504, Satin finish. Size inside of frame 9 $\frac{3}{8}$ " x 11 $\frac{1}{4}$ ".

LIST PRICE, each **\$10.80**



Ford Valve Spring Lifter and Compressor No. VL-502

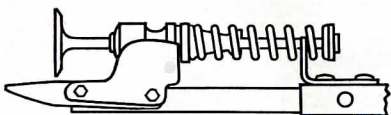
Special for All V-8 Models from 1932

Adjustable Length—Spring Assembly Feature

Ingeniously designed and perfected to simplify valve spring lifting and replacing on Ford V-8's from the earliest to the latest models. A Combination Tool that is quick in operation, simple and positive in action. Light in weight and well supported so it will not twist or slip off the job. Adjusts to 20" length for a powerful leverage and telescopes to a handy 12" size to fit in the tool box.

The top of the internal sliding bar is equipped with a locking plunger which firmly holds the external tube at the extreme 20" working length. The underside of the tube is drilled with a special retaining hole which permits assembling the tool in a reverse position if the small re-compressing jaw on the tube interferes with the working efficiency of the tool on certain jobs.

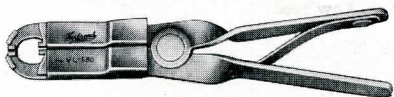
The patented, extra thin jaws are toughened by exacting heat treating processes and are shaped to fit and perfectly engage the springs for easy lifting.



Portraying the ease and simplicity with which the compression adaptors exclusively built into the tool, re-compress the springs by placing the entire valve assembly in the jaws. A pressure of the hand on top of the valve re-compresses the spring releasing the lock for removal, or if assembling, raises the spring high enough to put the lock in place. No extra loose pieces are required and it is unnecessary to take valve parts to a vise for assembly.

No. VL-502. Length adjustable 12" to 20". Satin finish. Weight 1 lb. 10 ozs.

LIST PRICE, each **\$3.30**



Valve Key Replacer No. VL-530

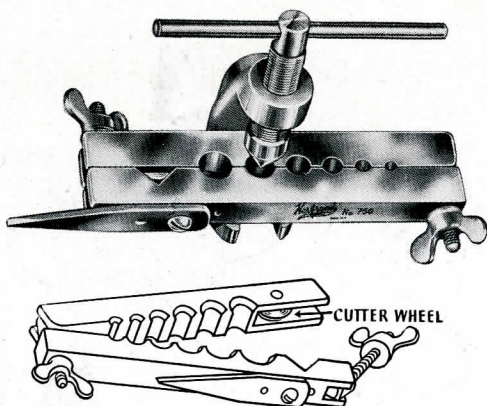
For All Size Valve Keys

Easy Loading Feature

Holds and replaces all valve keys and horse-shoe locks regardless of size and shape. The compact steel jaws put the keys into locking position in the tightest places. Ample spring tension and firm sealing eliminate any possibility of locks becoming dislodged and dropping into the crank-case before reaching or being placed in proper position on the valve stem. The plier action perfectly controls the placing of valve keys under all working conditions. To load, draw back the sliding bars and insert split lock or key in the stationary jaws, release the bars against the split lock.

No. VL-530. Length 5½". Weight 2 ozs. Satin finish.

LIST PRICE, each **\$1.65**



Combination Tube Cutter, Flaring Tool and Reamer No. 750

Range from $\frac{3}{16}$ " to $\frac{1}{2}$ "

Three Tools in One

Combined in one tool, Herbrand has developed the most modern, convenient method for repair or replacement work on all popular sizes of copper, brass, aluminum or similar tubing used on gas, oil and other feed lines. This practical tool does the perfect job required for tight fitting connections and leak proof joints and works on tubing without removing it from the car.

The cutter wheel is made from exceptionally strong steel with a keen, thin cutting edge. It easily cuts all sizes of tubing from $\frac{3}{16}$ " to $\frac{1}{2}$ " without flattening or distorting the tubing and eliminates the possibility of filings or grit dropping into the feed lines.

Six flaring dies are included in this tool to give all popular sizes of tubing the accurate flare and taper that insures a perfect, tight joint. It conserves labor and time and does a speedy job without the aid of loose dies or vise.

The V shaped section, which is adjustable, acts as a tube reamer.

To get a perfect flare, tighten tubing in the proper size opening, turn up lock nut and screw down T handle. To operate cut off, tighten tubing in the vise jaws and revolve tool.

Hardened and finished in satin nickel with polished face.

No. 750. Capacity $\frac{3}{16}$ " to $\frac{1}{2}$ ". Length $5\frac{1}{2}$ ". Weight 1 lb. 10 ozs.

LIST PRICE, complete\$6.25

No. 751, Extra Cutter Wheel.

LIST PRICE, each50



Herbrand Tube Benders

Made in 5 sizes

Copper tubing cannot be bent without kinking unless the Tube Bender is used. These simple yet practical benders do a perfect job and eliminate all possibility of distorting. They bend the tubing by hand to any desired shape without collapsing the tubing.

Carefully made from hardened spring wire and flared for easy insertion of tubing. These Benders are extremely essential in any garage. Satin nickel finish.

Available in 5 sizes for perfect bending of tubing from $\frac{1}{4}$ " to $\frac{1}{2}$ ".

Number	Size	Length	List Each
752	$\frac{1}{4}$	$7\frac{1}{2}$	\$.50
753	$\frac{5}{16}$	$7\frac{1}{2}$.55
754	$\frac{3}{8}$	$7\frac{1}{2}$.65
755	$\frac{7}{16}$	$7\frac{1}{2}$.75
756	$\frac{1}{2}$	$7\frac{1}{2}$.85

SET No. 757, containing one each of 5 Benders.

LIST PRICE, complete\$3.30



SET No. 770

"Van-Chrome" Gasket Cutting Punches

For Cutting Gaskets, Shims, Templates, Etc.

Drop Forged from Chrome Vanadium Steel

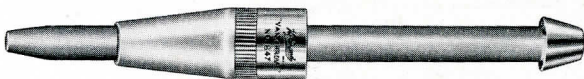
When gaskets, shims or templates must be cut on the job, the newly designed Herbrand Gasket Punches will be found invaluable and economical from a time-saving standpoint. They cut perfectly and equally well on sheet packing, rubber, lead, brass, copper, leather and other materials. Mechanics and engineers in garages, oil refineries, power stations, steamships and industrial plants cannot afford to be without them especially when an emergency requires the immediate replacement of gaskets. A special heat treating and tempering process gives them extra toughness and a clean cutting quality that delivers a perfect job.

Punch Number	Cutting Size Diam.	Length	List Price Each
771	$\frac{1}{4}$	$2\frac{7}{8}$	\$1.00
772	$\frac{5}{16}$	$2\frac{7}{8}$	1.05
773	$\frac{3}{8}$	$2\frac{7}{8}$	1.05
774	$\frac{7}{16}$	$2\frac{7}{8}$	1.10
775	$\frac{1}{2}$	$2\frac{7}{8}$	1.10
776	$\frac{9}{16}$	$2\frac{7}{8}$	1.20
777	$\frac{5}{8}$	$2\frac{7}{8}$	1.20

SET No. 770 comprising one each of the seven above Cutting Punches.

LIST PRICE, in fibre box \$7.70

LIST PRICE, in leatherette case 8.30



"Van-Chrome" Clutch Aligning Tool No. 847

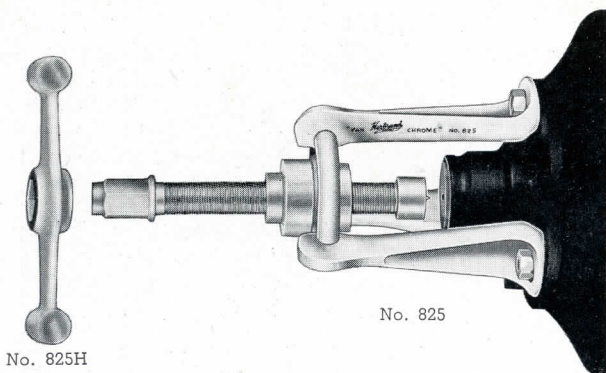
Chrome Molybdenum Steel

When replacing clutch and transmission on the majority of cars this tool will be found almost indispensable. Disc clutches must be centralized with the fly wheel so that the clutch shaft will enter the pilot bearing. This double end tool gives double service because it works on both large and small pilot bearings and no extra parts are necessary. Constructed from tough Chrome Molybdenum Steel, expertly hardened and tempered for long service. Smoothly ground, accurately sized and finished all over in satin nickel. The knurling on the tapered cone makes it slip-proof.

After placing clutch in position on the flywheel push the spindle of the tool through the clutch with the tapered end entering the pilot bearing. Hold in horizontal position and slide the tapered cone forward until it enters the clutch. Withdraw the tool and the clutch shaft and transmission will slide readily into place. For extra large pilot bearings use the large end and reverse the tapered cone on the spindle of the tool.

Length 12". Weight 2 lbs. 8 ozs. Satin nickel.

LIST PRICE, each \$4.55



No. 825H

No. 825

"Van-Chrome" Universal Wheel Hub Puller No. 825

Capacity for Most Cars—Fits All Bolt Circles

Solid Drop Forged Hub—Drop Forged Chrome Alloy Pulling Arms

The revolutionary features embodied in this Puller give the highest degree of accuracy, tremendous power and range, a straight pull that will not bend or distort wheel lugs, a sliding bearing in which the driving screw rides and a floating cap on the screw end. The sturdy alloy steel screw works in a sliding bearing so that when it is necessary to bump the end of the screw it positively cannot injure the threads.

Another unique feature, not found on other pullers, is the floating cap on the screw end which centers on the axle and avoids injury to axle or screw.

These distinctive Herbrand features improve the tool so remarkably that it is immediately obvious to the mechanic that no injury can be transmitted to any of the inner parts of the wheel, axle or differential. The simplest puller made, yet covering the widest range of service without the use of any trick attachments.

The sliding arms are readily adjustable and quickly adapted to any hub regardless of the number of wheel studs used and where the bolt circle does not exceed $7\frac{1}{2}$ ". Exerts a direct and tremendous pull. Only Herbrand provides the Universal Wheel Puller with the sliding bearing and the floating cap.

The driving end is equipped with a lock-on spring and ball to firmly hold the No. 825H Handle which is sold as a separate item.

No. 825, Wheel Hub Puller. Expansion $7\frac{1}{2}$ ". Weight 9 lbs. 10 ozs. Triple plated in rustproof satin nickel.

LIST PRICE, each.....\$14.00

No. 825-5, Drop Forged Alloy Steel Puller Arms. Satin nickel.

LIST PRICE, each.....\$ 2.00

Special Ford Interchangeable Pulling Arms for Grooved Type Hubs and a Complete Ford Puller Are Described On Page 81

Drive Handle No. 825H For Hub Pullers

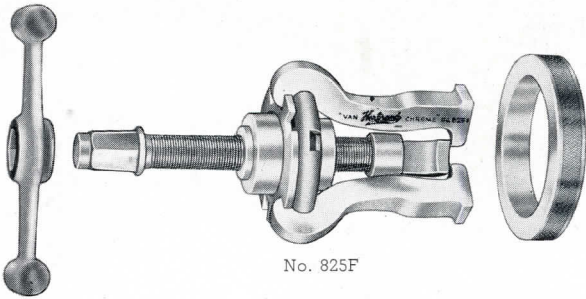
Notched for Lock-On Feature

Drop Forged and Heat Treated

This handle will fit any wheel puller which has a $1\frac{1}{8}$ " hex driving head. Designed with heavy striking faces.

No. 825H, Satin nickel. Length 8". Weight 2 lbs.

LIST PRICE, each.....\$1.50



No. 825H

No. 825F

"Van-Chrome" Ford Hub and Wheel Puller No. 825F

For All Ford Models from 1928

Solid Drop Forged Hub—Drop Forged Chrome Alloy Pulling Arms

The three drop forged Chrome Alloy pulling arms are shaped to accurately fit and positively engage the groove in the hub. The retainer ring slides over the arms and locks them into the hub groove while pressure is being exerted on the drive screw preventing all possibility of slipping or popping off the work.

The alloy steel drive screw works in a shock proof sliding bearing and the engaging end is equipped with a floating cap that centers readily on the shaft and eliminates damage to axles, threads or inner parts of wheels under the extreme pressure required for tightest hubs.

The automatic arm spacer mounted on top of the drop forged hub of the puller exactly spaces and holds the arms in position while the tool is being applied to the work. It has six positions of adjustment making the tool interchangeable with the standard arms of Puller No. 825 for pulling from stud bolts.

Tough, stubborn hubs on all V-8's and models A and B quickly respond to the direct, powerful pull of this specially designed Ford Hub and Wheel Puller. The drop forged hub, the drop forged chrome alloy pulling arms and the chrome alloy forcing screw are all precision machined and carefully heat treated for rugged endurance.

The hex driving heads of all Herbrand Hub Pullers have the positive spring and ball lock-on feature. The 1 1/8" hex opening of the 825H Driving Handle is machined on the six sides to positively engage the retaining ball and hold in any position on the Hub Pullers.

No. 825F, Ford Puller, complete. Finished in satin nickel.
Weight 10 lbs. 8 ozs.

LIST PRICE, each **\$16.00**

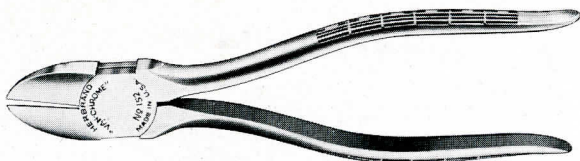
The Special Ford Pulling Arms are interchangeable with the standard Stud Bolt Pulling Arms of No. 825 illustrated on page 80.

No. 825-6 Special Ford Pulling Arms. Satin nickel.

LIST PRICE, each **\$ 2.00**

No. 825-V, Ford Assembly comprising 3 No. 825-6 Ford Pulling Arms, also one No. 825-7 Retainer Lock Ring, one No. 825-8 Automatic Arm Spacer and one Retaining Spring for use on the No. 825 Universal Puller.

LIST PRICE, complete **\$ 8.00**



"Van-Chrome" Diagonal Cutter No. 152

Unequalled in Toughness and Cutting Power

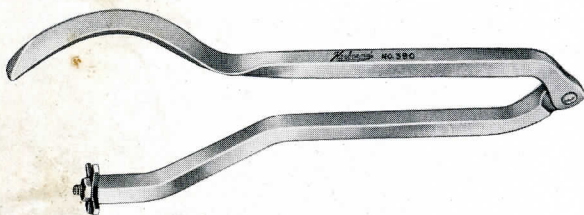
Drop Forged, Heat Treated and Individually Tested

At last! A real pair of Diagonals. Unequalled for sheer cutting ability. The perfectly aligned cutting blades are hand filed and honed to retain their clean, sharp edges. Precision built with a short fulcrum to provide a powerful leverage with a minimum of hand pressure and equipped with an easy-riding joint. The handles are full fashioned and deeply knurled in a special pattern to provide a comfortable, non-skid grip. The gracefully tapered nose is designed for maximum clearance in confined working quarters.

Many special features are incorporated in the design of this Herbrand Diagonal. Individually drop forged from grain controlled Tool Steel of special analysis, hardened and tempered by thorough heat treatment all the way through to impart a toughness and keen cutting power which will give unfailing service. Smoothly ground and hand polished.

Length 7½". Weight 8 ozs. Packed 6 to the box.

LIST PRICE, each.....\$3.55



Universal Ring Groove Cleaner No. 390

Adjustable to Four Groove Sizes

Insures Perfect Ring Functioning and Avoids Injury to Pistons

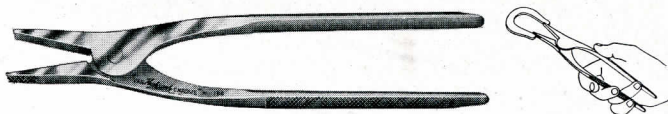
Digging caked carbon and grease out of piston ring grooves becomes positive, quick and simple with this special purpose tool. It does a perfect cleaning job because the rotor or scraping wheel is adjustable to fit all the popular sizes of ring grooves. A turn of the lock nut revolves the cutter to any desired size and exactly fits the grooves without binding. The opposite arm of the cleaner is shaped to engage the grooves and is so braced that the cutter must run true. The flexible joint construction at the end of the handles permits the widest possible opening to fit pistons of large diameter.

The hardest carbon deposit yields readily to a few simple revolutions of the tool without injuring piston walls or ring grooves. The cleaner wheel is so accurately fitted that it will not round off the edges of the grooves, insuring perfect fitting rings and avoiding lost compression, poor ring functioning and other disorders. Handles are formed for firm pressure and the entire tool is finished in satin nickel.

Size of cutter blades ¾", ⅝", ⅜" and ¼". Length 10¼". Weight 12 ozs.

LIST PRICE, complete tool, each.....\$1.70

LIST PRICE, extra cutter wheel, each......35



"Van-Chrome" Horse Shoe Lock Ring Plier No. 186

For Removing Horse Shoe Lock Rings

Drop Forged from Chrome Vanadium Steel

To make the mechanic's work easier this essential plier has been developed to spread the snap lock-rings used so widely today on brakes, transmissions, differentials, pedal shafts, clutch shafts, fan pulley shafts and especially adaptable for spreading brake keys when removing them from the assembly. It is almost impossible to spread these lock rings with a screw driver or other make-shift methods because they are loose on the shaft and turn easily. This New Plier is the only tool that spreads the ends readily and is especially adaptable for lock rings used on Chrysler hydraulic brakes.

Toothed on the outside of the jaws to prevent any possibility of slipping, this Plier will spread any lock washer up to 1¼" diameter. The handles are knurled for positive grip.

Finished in satin nickel with polished heads. Length 8¼". Weight 12 ozs.

LIST PRICE, each **\$2.05**



Brake Pedal Depressor No. 270

For Brake Adjustments on All Cars

Automatic Lock—Ratchet Action Handle

The necessary Jack for brake adjustments. A "One-Man" Tool that depresses the brake pedal and holds it at any required position. The smooth running rack and pinion are operated by a ratchet crank that locks automatically. Where floor boards interfere with a full turn of the crank a simple outward pull on the handle brings the ratchet action into play and the adjustment is made freely with a half or quarter turn. This tool may also be used to hold up the oil pan while bolts are being replaced, to test the looseness of main bearings and to lift the weight of flywheel or crankshaft.

To operate, place the base against the heel board and the notched end on the pedal and adjust by turning the ratchet action crank.

Satin finish. Adjustable length 15½" to 25". Weight 2¾ lbs.

LIST PRICE, each **\$4.10**



"Van-Chrome" Side Ring Tool No. 1135

For New Firestone and Other Rims

Drop Forged from Chrome Molybdenum Steel

The latest Double End Tool for the easy removal of the continuous side rings used on Firestone RI, RH and other standard rims. The hook ends are shaped to positively engage the rings and wedge them from their seats with minimum effort. The heel of the tool creates a fulcrum that develops a powerful leverage under the pressure of the long bar. This two-in-one Ring Remover covers the broadest possible range of rim and ring work.

Length 20". Weight 1 lb. 2 ozs. Triple plated in satin nickel.

LIST PRICE, each **\$1.15**



"Van-Chrome" Heavy Duty Box Wrenches

Drop Forged from Chrome Vanadium Steel—Satin Nickel

Super-powered for heavy nut turning work, these New Herbrand Wrenches will break loose or tighten large diameter nuts with a minimum of effort because of extra leverage, special design and toughness. Available in three practical designs for extra heavy service on trucks, buses, tractors, road machinery, steam shovels, railroads, ships, all heavy industrial machinery and structural work.

15° Angle—For Tubular Handles

Wrench No.	Size Opening	Head Thickness	Length	Shank Size	List Price Each
943	1 1/4	11/16	8 1/2	7/8	\$2.90
944	1 5/16	11/16	8 1/2	7/8	3.75
945	1 3/8	11/16	8 1/2	7/8	4.55
946	1 7/16	13/16	8 1/2	7/8	4.55
947	1 1/2	13/16	8 1/2	7/8	5.00
948	1 5/8	1	10	1	5.70
949	1 3/4	1	10	1	6.05
950	1 13/16	1 1/16	10	1	6.20
951	1 7/8	1 1/16	10	1	7.75
952	2	1 1/8	10	1	7.75
953	2 3/16	1 1/8	10	1	8.50
954	2 1/4	1 1/4	10	1	8.50

Nos. 943 to 947 for use with Handle No. 920. Larger sizes take No. 921.



Straight Pattern—For Tubular Handles

Wrench No.	Size Opening	Head Thickness	Length	Shank Size	List Price Each
923	1 1/4	11/16	8 1/2	7/8	\$2.90
924	1 5/16	11/16	8 1/2	7/8	3.75
925	1 3/8	11/16	8 1/2	7/8	4.55
926	1 7/16	13/16	8 1/2	7/8	4.55
927	1 1/2	13/16	8 1/2	7/8	5.00
928	1 5/8	1	10	1	5.70
929	1 3/4	1	10	1	6.05
930	1 13/16	1 1/16	10	1	6.20
931	1 7/8	1 1/16	10	1	7.50
932	2	1 1/8	10	1	7.50
933	2 3/16	1 1/8	10	1	8.15
934	2 1/4	1 1/4	10	1	8.15

Nos. 923 to 927 take Handle No. 920. Larger sizes take No. 921.



Double Offset Pattern—For Tubular Handles

Wrench No.	Size Opening	Head Thickness	Length	Shank Size	List Price Each
963	1 1/4	11/16	6 1/2	7/8	\$3.30
964	1 5/16	11/16	6 1/2	7/8	4.15
965	1 3/8	11/16	6 1/2	7/8	5.55
966	1 7/16	13/16	6 1/2	7/8	5.55
967	1 1/2	13/16	6 1/2	7/8	6.00
968	1 5/8	1	8	1	7.25
969	1 3/4	1	8	1	7.55
970	1 13/16	1 1/16	8	1	7.75
971	1 7/8	1 1/16	8	1	9.00
972	2	1 1/8	8	1	9.00
973	2 3/16	1 1/8	8	1	9.65
974	2 1/4	1 1/4	8	1	9.65

Nos. 963 to 967 for use with Handle No. 920. Larger sizes take No. 921.



Tubular Handles

Interchangeable for Use on All Heavy Duty Box Wrenches

Handle No.	Inside Diameter	Outside Diameter	Length	List Price Each
920	7/8	1 1/8	24	\$4.55
921	1	1 1/4	30	6.25



1150 A



1150 B



1150 C



1150 D



1150 E

Universal Truck Rim Wrenches and Sets

Eight Opening Sizes—Forged Solid—No Welds—Satin Nickel

These heavy duty wrenches carry the combination of eight openings, 2 square openings at the base of the hex sockets in Nos. 1150A and 1150B. Forged solid with extra deep sockets. Heat treated throughout to withstand gruelling punishment. The 20" hex handles slide through the openings in each wrench, acting as a T handle, and creating a powerful leverage that easily starts, and spins off, the most stubborn or frozen nuts.

No. 1150A, 15 $\frac{7}{8}$ " long, has openings 1 $\frac{1}{2}$ " hex, 1 $\frac{1}{8}$ " hex and 1 $\frac{3}{16}$ " square. Fits Budd wheels and is a complete Ford wheel nut wrench.

LIST PRICE, each \$1.75

No. 1150B, 15 $\frac{7}{8}$ " long, has openings 1 $\frac{1}{4}$ " hex, $\frac{7}{8}$ " hex and $\frac{5}{8}$ " square.

A complete wrench for Chevrolet dual wheels. Fits Mack and other trucks.

LIST PRICE, each 1.75

No. 1150C, 20" long, Leverage Bar, has 1 $\frac{1}{16}$ " hex opening.

LIST PRICE, each 1.30

No. 1150D, 15 $\frac{7}{8}$ " long, has openings $\frac{7}{8}$ " hex and 1 $\frac{1}{16}$ " hex. An ideal combination for rim work on International trucks. Forged from Chrome Alloy Steel because extra thin heads are necessary for clearance.

LIST PRICE, each 2.10

No. 1150E, 20" long, Leverage Bar, has a 1 $\frac{3}{16}$ " hex opening. Necessary to service Motor Wheel rims, Reo, Federal, G.M.C. etc.

LIST PRICE, each 1.30

SET No. 1150T, with one each of 1150A, 1150B and 1150C. Weight 13 lbs.

LIST PRICE, complete 4.80

SET No. 1152T, complete with one each of wrenches 1150A, 1150B, 1150D and Leverage Bar 1150E. Weight 16 lbs.

LIST PRICE, complete 6.90



Ford Truck Rim Wrench Set No. 1152F

Equipped with the three necessary socket opening sizes, 1 $\frac{1}{8}$ " hex, 1 $\frac{1}{2}$ " hex and 1 $\frac{3}{16}$ " square in the base of the 1 $\frac{1}{8}$ " hex socket to fit Budd wheels making it a complete rim nut wrench for all Ford trucks. The 20" hexagon leverage bar is supplied as a part of this set.

LIST PRICE, complete \$2.75



Chevrolet Truck Rim Wrench Set No. 1152G

Socket openings, $\frac{5}{8}$ " square, $\frac{7}{8}$ " hex and 1 $\frac{1}{4}$ " hex, to service all Chevrolet Dual Wheels. A 20" leverage T bar is included.

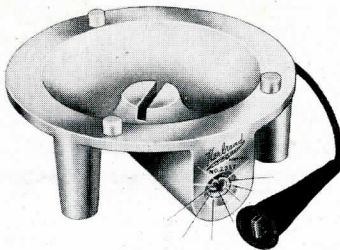
LIST PRICE, complete \$2.75



International Truck Rim Wrench Set No. 1152 I

Hexagon openings of $\frac{7}{8}$ " and 1 $\frac{1}{16}$ ". Forged from Chrome Alloy Steel because extra thin heads are necessary for clearance. A 20" hex leverage bar and T handle is included.

LIST PRICE \$3.10



Distributor Timing Synchronizer No. 2367

For Ford V-8

Gives Quick, Dependable Analysis

Accurate timing of the distributors of today's high speed engines is the key to the successful performance of the modern motor car. An ignition expert's service is no longer required to show the true condition of the distributor and accurately time the ignition. The newly perfected Herbrand Synchronizer is so simple to use and works so perfectly that any mechanic can give the customer a quick, dependable analysis of the ignition and timing condition.

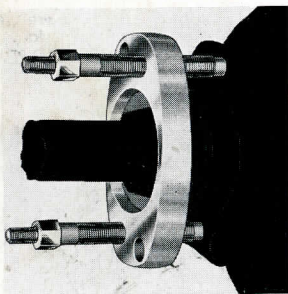
This modern, scientific testing device which saves time, prevents guesswork and increases service business is available at a very moderate price, yet functions just as effectively as the more expensive types.

For a perfect test distributor or breaker points must first be properly spaced. Place distributor on the Synchronizer with coil in place making sure that distributor seats firmly on all three posts. Loosen the distributor adjusting screw and turn until light flashes on, then tap the adjusting screw just enough in the opposite direction so that the light will go out and the distributor is accurately timed. If the points have been properly spaced this tool checks the distributor in one position which automatically times it in all other positions.

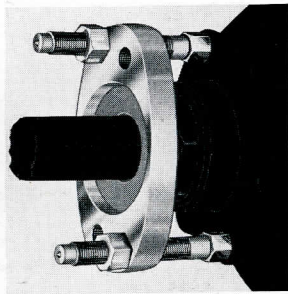
Equipped with two batteries and Mazda lamp. Individually boxed with complete instructions.

Attractively nickel plated. Diameter 5 1/4". Weight 2 lbs. 12 ozs.

LIST PRICE, each **\$7.50**



Removing



Replacing

"Van-Chrome" Pinion Shaft Remover and Replacer No. 2366

For Ford V-8's

Drop Forged from Chrome Vanadium Steel

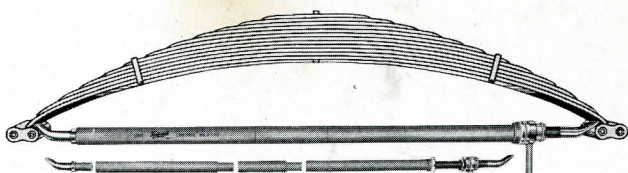
To remove the shaft: First take off pinion bearing adjusting nut, place tool in position with the forcing screws against the banjo housing, replace bearing adjusting nut and tighten against body of tool to hold it in place. Turn forcing screws and pinion shaft is quickly removed.

To replace the shaft: Place bearing adjusting nut on shaft, use forcing screws in reverse position and turn them into the tapped holes in the housing, then force the body of the tool against the adjusting nut by turning down the hex nuts on the stud until the pinion is in place.

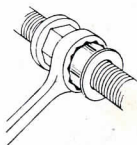
With this pusher and puller it is unnecessary to disassemble the entire rear end on the Ford V-8 in order to remove and replace the pinion shaft, bearings and pinion.

Finished in satin nickel. Weight 2 lbs. 4 ozs.

LIST PRICE, each **\$7.15**



Close up view showing 12-point ratchet action assembly and how the handle slides into neutral and shifts into position to take a positive hold on the adjusting nut at any required angle.



"Van-Chrome" Spring Spreader No. 2370

Adjustable for All Model Fords
For Both Front and Rear Springs

At last, the perfect Spring Spreader! An innovation introduced by Herbrand to lick one of the toughest jobs in Ford service work. Engineered to efficiently and easily handle both front and rear springs on all Fords from 1928 model A to the latest V-8 models. All mechanics know the grief and loss of time occasioned when working on axles, springs, shackles, replacing spring leaves and similar jobs. This tool enables one man to spread the springs for disassembling or complete removal of the rear end. It brings the spring eyes to exactly the right position for quick insertion of the shackles.

The Chrome Vanadium 12-point ratchet handle expands the springs easily and works freely under pressure. A few turns of the ratchet spreads the springs and holds them securely in place while all work is being completed. This self-contained tool has no trick attachments and is scientifically perfected to handle the complete range of Ford spring service work because it is adjustable to the correct length by the use of segments.

The photographic illustration above portrays how the "Van-Chrome" Spring Spreader is constructed in segments to provide the correct lengths that make it universal for all Ford springs.

The ratchet handle, adjusting nut, connections and engaging wedges are forged from Chrome Vanadium Steel and the body of the tool is being extra grade, heavy seamless steel tubing. The entire tool is expertly heat treated and will not bend or buckle under severe strain.

Length 46". Weight 18 lbs. Finished in rust proof satin nickel.

LIST PRICE, complete **\$18.00**



Stop-Squeak Spring Lubricator No. 198

Universal for All Car Springs
Chrome Molybdenum Steel

The surest method of lubricating springs down to the last squeak! This inter-leaf system of oiling and greasing reaches the exact spot and lasts longer than spray oiling or any other method. Hours of time and aggravation cannot accomplish what this simple tool does in a few moments. Insert the wedge between the spring leaves, attach the grease gun to the conventional fitting, operate in the customary manner and the grease is forced through the tool and out of the tapered end directly to the point of the squeak. Taking the weight off the springs by jacking the car up makes this simple operation even simpler although this is not necessary to do a perfect job of greasing.

Machined from Chrome Molybdenum Steel, hardened and tempered for extra strength and finished in satin nickel. The finely tapered wedge readily separates the spring leaves and the V shaped opening is milled to the proper size to permit an easy flow of grease which is forced through the standard grease gun fitting. The handle is deeply cross knurled for a non-slip grip.

Length 5¾". Weight 7 ozs. Satin nickel finish.

LIST PRICE, each **\$1.65**



"Van-Chrome" Universal Joint Bushing Punch No. 1959

For Chevrolet Trucks

Drop Forged from Chrome Vanadium Steel

A New Flat Tapered Punch designed for driving out the four bushings in the one piece trunnion universal joint used on late model Chevrolet trucks. The universal joint must be taken apart to drop the drive shaft when doing clutch, transmission or fly wheel work. This special Punch permits doing these jobs without pulling the rear end and effects a decided saving in time and labor. It works through the universal joint to drive out the opposite bushings. The spring locks, which hold the bushings in place, must first be removed.

Drop forged from special analysis Chrome Vanadium Steel and toughened by expert heat treating processes. The handle is heavily knurled. Finished in satin nickel with polished blade. Length 8". Weight 9½ ozs.

LIST PRICE, each \$1.25



"Van-Chrome" Gas Tank Spanner No. 1958

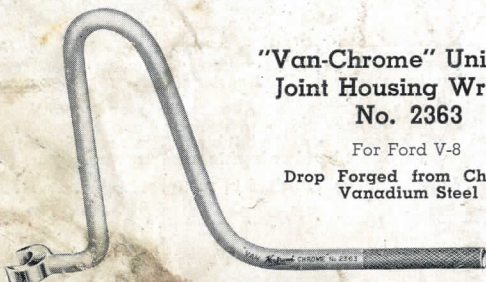
For Chevrolet

Drop Forged from Chrome Vanadium Steel

A Special Spanner to eliminate the grief experienced in servicing the gland nut on Chevrolet gas tanks. On some models the filler pipe is awkwardly located inside the trunk and the nut cannot be correctly serviced without this tool. It avoids mutilation of threads and insures proper tightening. The turret nut between the filler neck and the gas tank must be kept tight to prevent leakage.

Finished in satin nickel with polished faces, the knurled handle provides a firm grip. Length 11". Weight 6 ozs.

LIST PRICE, each \$1.40



"Van-Chrome" Universal Joint Housing Wrench No. 2363

For Ford V-8

Drop Forged from Chrome
Vanadium Steel

The only tool that will reach the two bottom cap screws on the Ford V-8 universal joint housing. These screws cannot be reached either from top or bottom and the position of the radius rods makes them inaccessible with an ordinary wrench. The unique bends clear the radius rods and all obstructions and give ample throw, simplifying this otherwise impossible job. Any mechanic who has tackled this job will see at once the saving in time and temper that this wrench will give.

Finished in triple satin nickel with polished head. Length 13". Throw 8".

LIST PRICE, each \$2.50



"Van-Chrome" Shock Absorber Wrench No. 2374

For Ford V-8 Late Models

Drop Forged from Chrome Vanadium Steel

Change in location of the shock absorber filler plugs on 1935 Ford V-8 models makes this specially designed wrench necessary. The special angle bends clear all obstructions encountered and the T handle gives a perfect grip and plenty of leverage. A great time saver. Heat treated for dependability. Finished in satin nickel with polished head.

Length 11". Opening 7/16", 8-point. Weight 9' ozs.

LIST PRICE, each \$2.10